



STATUS: Revenue service began May 1995. Completing tasks associated with the close-out of the project include crossover track at Johns Hopkins Hospital. Due in part to receipt of insurance credit, this project will be completed under budget.

PROJECT: Metro Subway -- Section 'C' (Northeast Extension)

DESCRIPTION: Construct a 1.5 mile extension of Metro from Charles Center to Johns Hopkins Hospital with one intermediate station at the Shot Tower.

JUSTIFICATION: This project enhances access to Northeast Baltimore and increases the effectiveness of Metro by connecting to a major employment center at Johns Hopkins Hospital. Air quality and transit system management goals are supported by this project.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☒ Grandfathered
- ☐ Exception Approved by BPW/MDOT

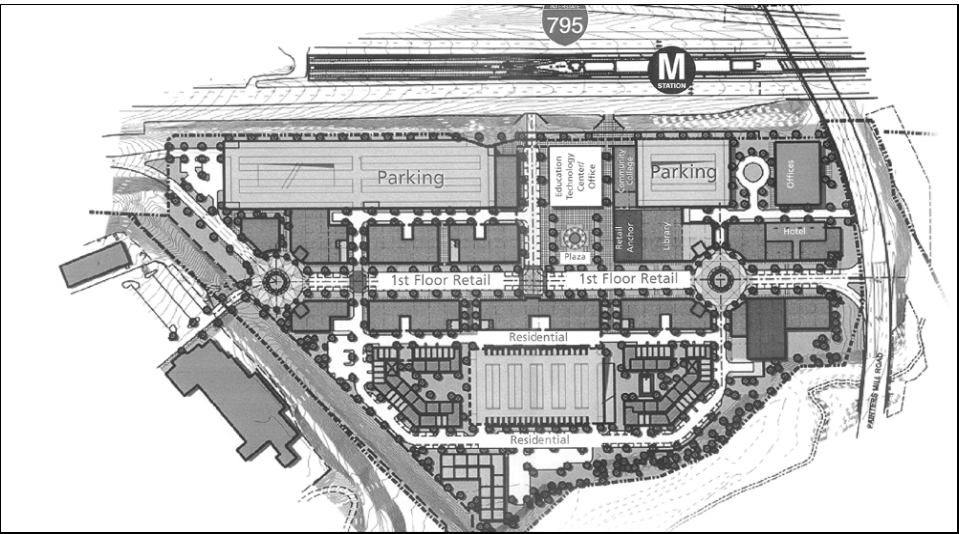
ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	36,714	36,714	0	0	0	0	0	0	0	0
Right-of-way	1,331	1,331	0	0	0	0	0	0	0	0
Construction	293,185	292,935	250	0	0	0	0	0	250	0
Total	331,230	330,980	250	0	0	0	0	0	250	0
Federal-Aid	281,013	279,608	212	1,193	0	0	0	0	1,405	0

USAGE: In FY 2001, Metro experienced 1.1 million monthly boardings.

OPERATING COST IMPACT: Approximately \$2.2 million per year.



STATUS: The Master Development Agreement has been drafted, and conceptual designs for the garage and infrastructure are underway.

PROJECT: Metro Owings Mills Joint Development

DESCRIPTION: Master plan and site infrastructure for joint development of a 33 acre south parcel parking lot at Owings Mills Metro station. Site infrastructure includes a replacement parking structure, "Main Street" utilities and the town square.

JUSTIFICATION: This project will provide local economic development benefits while supporting the State's goal to develop areas adjacent to transit stations. This project will also increase ridership through mixed-use development and will generate additional non-fare revenue.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: Construction delayed from FY 2002 to FY 2003 while negotiations with developer continue; Cost increased \$1.9 million due to refinement of scope.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	1,050	226	250	574	0	0	0	0	824	0
Engineering	1,200	0	0	1,200	0	0	0	0	1,200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,176	0	0	5,726	4,500	2,950	0	0	13,176	0
Total	15,426	226	250	7,500	4,500	2,950	0	0	15,200	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

In addition to the above MTA funding, Baltimore County is contributing \$13.1 million for the parking structure and infrastructure capital costs.

0057



STATUS: New canopies installed at Upton, Penn North and Charles Center. Escalator work is proceeding.

PROJECT: Metro Escalator Rehabilitation

DESCRIPTION: The escalators (81) in the Metro system will be rehabilitated and upgraded. Station entrance canopies will be modified or new canopies will be installed. Additional enhancements will include snowmelt equipment and a remote monitoring system.

JUSTIFICATION: Escalator components have deteriorated due to age and weather requiring rehabilitation for continued reliable and safe service.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

[Agencywide Elevator Rehabilitation -- Line 27](#)

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,519	1,362	157	0	0	0	0	0	157	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	53,662	6,128	6,343	6,499	8,243	8,240	8,495	9,714	47,534	0
Total	55,181	7,490	6,500	6,499	8,243	8,240	8,495	9,714	47,691	0
Federal-Aid	41,660	3,198	5,364	5,226	6,611	6,608	6,820	7,833	38,462	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	S3-FG	2,726
CO	2003	S3-FG	5,484
CO	2004	S3-FG	2,100
CO	2005	S9-MTA	7,915
CO	2006	S9-MTA	5,300
CO	2007	S9-MTA	3,700
CO	2007	S3-FG	4,000



STATUS: Notice to Proceed has been issued, construction to start upon finalization of station access plan.

PROJECT: Agencywide Elevator Rehabilitation

DESCRIPTION: Upgrade 33 elevators throughout MTA's facilities to meet current operating, safety and ADA standards. This rehabilitation will bring the units into compliance with various safety codes, improve the appearance of the equipment, stop water infiltration, and restore or upgrade machinery and controls.

JUSTIFICATION: Deterioration of these elevators has impacted reliability and patron service. The elevators are experiencing declining reliability and exhibit signs of wear and tear, corrosion, and water damage. In addition, certain items must be brought up to ADA compliance.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

[Metro Escalator Rehabilitation -- Line 26](#)

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: Construction start delayed from FY 2001 to FY 2002 due to contract scheduling changes.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	340	340	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,910	8	450	750	1,500	2,000	2,500	702	7,902	0
Total	8,250	348	450	750	1,500	2,000	2,500	702	7,902	0
Federal-Aid	6,600	223	409	601	1,201	1,602	2,002	562	6,377	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	S3-FG	1,200
CO	2005	S3-FG	3,362
CO	2006	S3-FG	800



STATUS: Final Engineering underway. Construction to begin during budget fiscal year.

PROJECT: Metro Facilities Maintenance Building

DESCRIPTION: Construct new Facilities Maintenance/Maintenance-of-Way buildings near the Old Court Metro Station. The first will house specialized equipment shops, a loading/storage area, and a track spur for rail vehicle maintenance. The second structure is defined for storage of large and seasonal equipment and heavy materials.

JUSTIFICATION: The Metro Facilities Maintenance Department is currently operating from a number of open air sites and substandard facilities along the Metro line. Greater efficiency, productivity and safety will result from having a centralized location.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:										
				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	98	98	0	0	0	0	0	0	0	0
Engineering	920	290	630	0	0	0	0	0	630	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,000	0	0	1,500	2,000	5,000	1,976	1,524	12,000	0
Total	13,018	388	630	1,500	2,000	5,000	1,976	1,524	12,630	0
Federal-Aid	814	276	-16	554	0	0	0	0	538	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	S9-MTA	408

The majority of funds for this project have been provided by the Governor's Transit Initiative to address critical system preservation needs.

0459



STATUS: Overhaul underway.

PROJECT: Metro Railcar Mid-Life Overhaul

DESCRIPTION: Structural and systems overhaul of 100 Metro railcars. Scope of work includes floors, trucks, wheels and axles, brakes, couplers, HVAC, communications and interiors.

JUSTIFICATION: The Metro railcars are over 18 years old. Rehabilitation of major railcar systems and components is required to enable the railcars to reach their useful life of 30 years. Numerous components are seriously deteriorated and some of the technology is outdated.

SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: Revised production and delivery schedule has resulted in an adjustment to the cash flow.

POTENTIAL FUNDING SOURCE:										
				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	104	104	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	95,814	9,776	5,100	10,000	10,000	13,000	13,318	15,000	66,418	19,620
Total	95,918	9,880	5,100	10,000	10,000	13,000	13,318	15,000	66,418	19,620
Federal-Aid	76,734	7,707	4,092	8,023	8,023	10,430	10,685	12,034	53,287	15,740

0491

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	S9-MTA	1,602
CO	2002	S3-FG	3,550
CO	2003	S9-MTA	11,281
CO	2003	S3-FG	1,604
CO	2004	S9-MTA	4,469
CO	2004	S3-FG	2,707
CO	2005	S9-MTA	573
CO	2005	S3-FG	1,652
CO	2006	S9-MTA	3,900
CO	2006	S3-FG	2,151
CO	2007	S9-MTA	9,644
CO	2007	S3-FG	592
CO	2008	S9-MTA	7,353
CO	2008	S3-FG	7,371